

What is claimed is:

1. A device for speed control in a motor vehicle (1) as a constant-distance control if at least one preceding vehicle is detected by a radar sensor (3), or as a constant-speed regulation if no preceding vehicle is detected by a radar sensor (3),  
wherein measured object values (5) for detected objects are able to be supplied to the cruise control (1); a computing means (8) is provided; an acceleration gradient is able to be determined for each measured value (5) of each object; the acceleration gradients of the measured values may be added up for each object, and the added-up acceleration gradient for the object selected as the target object is able to be output (11, 13).
2. The device as recited in Claim 1,  
wherein at least one of the following measured values:
  - object distance,
  - relative speed of the object,
  - longitudinal acceleration of the object,
  - transverse offset of the object,
  - transverse speed of the object, or
  - transverse acceleration of the object,or any desired combination thereof is able to be supplied to the input circuit (2) as input quantities (5).
3. The device as recited in Claim 1 or 2,  
wherein the acceleration gradient for each measured value of each object may be determined using a computing device (8) or a table lookup device.
4. The device as recited in one of Claims 1 through 3,  
wherein the sum of acceleration gradients for each object does not exceed a predefinable limiting value which may be output as a maximum by the cruise control (1).

5. The device as recited in one of Claims 1 through 5, wherein the vehicle immediately preceding the host vehicle is selected as the target object.
6. A method for speed control in a motor vehicle as a constant-distance regulation if at least one preceding vehicle is detected by a radar sensor (3), or as a constant-speed regulation if no preceding vehicle is detected by a radar sensor (3), wherein measured object values for detected objects can be supplied to the cruise control (1); an acceleration gradient is determined for each measured value of each object, using a computing means (8); the acceleration gradients of the measured values are added up for each object, and the added-up acceleration gradient for the object selected as the target object is output (11, 13).
7. The method as recited in Claim 6, wherein at least one of the following measured values:
  - object distance,
  - relative speed of the object,
  - longitudinal acceleration of the object,
  - transverse offset of the object,
  - transverse speed of the object, or
  - transverse acceleration of the object,or any combination thereof is supplied as input quantities (5).
8. The method as recited in Claim 6 or Claim 7, wherein the acceleration gradient for each measured value of each object is determined using a computing device (8) or a table lookup device.
9. The method as recited in one of Claims 6 through 8, wherein the sum of the acceleration gradients for each object does not exceed a predefinable limiting value

which may be output as a maximum by the cruise control  
(1).

10. The method as recited in one of Claims 6 through 9,  
wherein the vehicle immediately preceding the host  
vehicle is selected as the target object.